

CLAIMS

1. A hybrid powertrain comprising:
a prime mover engine, a multi-ratio transmission driven by said prime mover;
a gear transfer mechanism between said transmission and a
5 plurality of vehicle drive wheels; and
an electric power unit drivingly connected with said gear transfer mechanism in parallel power flow relation with an output power flow from said transmission.
2. The hybrid powertrain defined in Claim 1 further wherein:
said electric power unit incorporates a reduction gear mechanism between an output member of said electric power unit and said gear transfer mechanism.
3. The hybrid powertrain defined in Claim 1 further wherein:
said electric power unit incorporates a reduction gearing disposed to provide input drive to said gear transfer mechanism through a selectively engageable torque-transmitting mechanism.
4. The hybrid powertrain defined in Claim 1 further wherein:
said electric power unit has a centerline disposed in parallel relationship with a centerline of said transmission.
5. The hybrid powertrain defined in Claim 1 further wherein:
said electric power unit has a centerline disposed in perpendicular relationship with a centerline of said transmission.

6. The hybrid powertrain defined in Claim 1 further wherein:
a transfer gearing mechanism is disposed between said
transmission and said driven wheels of a vehicle; and
said electric power unit provides an input drive through a
5 reduction gearing to said reduction gear mechanism and therefore to said
driven wheels of said vehicle through a power path parallel with a power
path from said transmission.